

To-day's
Advertisements.THE GREATEST BOXING CONTEST
EVER WITNESSED IN
HONGKONG.HEAVYWEIGHT CHAMPIONSHIP OF
HONGKONG.NORTHCOTT vs. HUCKER.
(H.M.S. Tamar).
12 rounds with 6 oz. gloves.
For valuable prize.

CITY HALL

MONDAY, the 13th December, 1897.
Also 3 other First Class Boats for Handsome
Prizes.TICKETS may be obtained from Messrs.
W. ROBINSON & Co.
Soldiers and Sailors half price to second and
back seats.
Doors open at 8.30. First Contest at 9 P.M.
sharp.HARPER,
Stag Hotel.

Hongkong, 10th December, 1897. (1827)

CANTON INSURANCE OFFICE LIMITED.

NOTICE TO SHAREHOLDERS.

THE TRANSFER BOOKS OF THE COMPANY
will be CLOSED from the 15th to the 31st
instant, both days inclusive.JARDINE, MATHESON & Co.,
General Agents,
CANTON INSURANCE OFFICE, LIMITED,
Hongkong, 9th December, 1897. (1825)

KIUNGCHOW DISTRICT.

LOCAL NOTICE TO MARINERS.
No. 13.Hainan Straits,
Hainan Head Bank Buoy.
NOTICE is hereby given that the HAINAN
HEAD BANK BUOY has disappeared.
Due notice will be given when it is replaced
in position.C. J. PRICE,
Harbour Master.Approved: J. F. SCHOENICKE,
Commissioner of Customs.

Kiangchow, 2nd December, 1897. (1826)

NORWICH UNION FIRE INSURANCE
SOCIETY.

ESTABLISHED 1797.

AMOUNT INSURED.....£330,000,000
LOSSES PAID.....£12,350,000
PREMIUM INCOME.....£875,000The Agency of the above Society at Hongkong
having this day been transferred to us we are
prepared to issue Fire policies at the lowest
Current Rates of premium.

DAVID SASSOON, SONS & Co.

Hongkong, 10th December, 1897. (1829)

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

The Company's Steamship

Cantonian, will be despatched for the
above Ports on SUNDAY, the 12th instant,
at 10 A.M.For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.,
General Managers.

Hongkong, 10th December, 1897. (1828)

FROM CALCUTTA, PENANG AND
SINGAPORE.

NOTICE TO CONSIGNEES.

THE Steamship

"CATHERINE APCAR,"

having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
will be delivered from alongside.Cargo impeding the discharge or remaining
on board after 4 P.M. of the 12th instant will
be landed at Consignees' risk and expense into
the Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, at Wharfedale.Consignees of Cargo from SINGAPORE and
PENANG are requested to take IMMEDIATE
DELIVERY of their Goods from alongside;
such Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk and
expense.No Fire Insurance will be effected
Bills of Lading will be countersigned by
DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, 10th December, 1897. (1830)

NORTHERN PACIFIC STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "OLYMPIA."

FROM TACOMA, VICTORIA, YOKOHAMA,
KOBE AND MOJI.THE above Steamship having arrived, Consignees
of Cargo are hereby requested to send in their
Bills of Lading for countersignature, and to take
immediate delivery of their Goods from alongside.Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk and
expense.DODWELL, CARLILL & Co.,
Agents.

Hongkong, 10th December, 1897. (1831)

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"PESHAWUR."

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns, at Kowloon, where each
consignment will be sorted out mark by mark
and delivered as soon as the Goods are landed.Goods not cleared by the 16th instant at 4
P.M. will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.All damaged Packages must be left in the
Godowns and a certificate of the damage
obtained from the Godown Company within ten
days after the Vessel's arrival here, after which
no Claims will be recognized.H. A. RITCHIE,
Superintendent.

Hongkong, 10th December, 1897. (1832)

To-day's
Advertisements.

VICTORIA REGATTA.

PRESENTATION OF PRIZES.

PRIZES will be presented by Mrs. W. C.
H. HASTINGS at the VICTORIA RE-
CREATION CLUB TO-MORROW, the 11th
instant, at 4 P.M.W. MACHILL,
Acting Hon. Secretary.

Hongkong, 10th December, 1897. (1833)

EXTRAORDINARY!

THEATRE ROYAL.

POSITIVELY TWO NIGHTS ONLY.

TO-MORROW,

(SATURDAY), the 11th Dec., at 9 P.M.

MR. FRANK LINCOLN.

THE WORLD-FAMED HUMORIST

will give his

MELANOLOGUE

ENTERTAINMENT

consisting of

MUSICAL TRAVESTIES AND SOCIAL

SATIRES.

TICKETS—\$2, \$1 and \$1.

Seats may be booked at W. ROBINSON & Co.,
Hongkong, 9th December, 1897. (1830)

PERSEVERANCE LODGE OF

HONGKONG, No. 1165.

A REGULAR MEETING of the above

LODGE will be held in the FREEMASONS'
HALL, Zealand Street, on THURSDAY, the 16th
instant, at 4 for 4.30 p.m. precisely. Visiting
Brethren are cordially invited to attend.
Hongkong, 10th December, 1897. (1824)

Entimations.

DAKIN, CRICKSHANK &

COMPANY,

VICTORIA DISPENSARY,

HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYVADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are

made under the constant supervision of a duly
qualified English Chemist and will bear com-
parison with the best English Manufactures.Special terms to HOTELS, CLUBS, MESSERS and
other Large Consumers.Any quantities should be
ordered at once.

Hongkong, 1st March, 1897. (1826)

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions,
Advertisements, &c., be addressed to the "Manager, Hongkong
Telegraph," and not to the Editor.Letters on Editorial matters to be sent to "The Editor" and
not to individual members of the staff.Communications intended for publication must be accompanied
by the name and address of the writer, not necessarily for
publication, but as evidence of good faith.While the columns of the Hongkong Telegraph will always
be open for the discussion by correspondents of all questions
affecting public interests, it must be distinctly understood that
the Editor does not in any way hold himself responsible for
opinions thus expressed.A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINES & SPIRITS.

ALL these are selected by our London
House, bought direct at first hand, imported in
wood and bottled by ourselves, thus saving all
intermediate profits, and enabling us to supply
the best growths at MODERATE PRICES.PRICE LISTS, with Full Details, to be had on
Application.PORT after removal should be rested a month
before use. When required for drinking at
once it should be ordered to be decanted at
the Dispensary before being sent out.SHERRY—Excellent Dinner and After Dinner
Wines of very superior Vintage. All are
true Xeres Wines.CLARET—Our Claret, including the lowest
priced, are guaranteed to be the genuine
product of the juice of the grape and are
not artificially made from raisins and
currants, as is generally the case with Cheap
Wines.BRANDY—All our Brandy is guaranteed to
be pure Cognac, the difference in price
being merely a question of age and vintage.WHISKY—All our Whisky is of excellent
quality and of greater age than most brand.
In the market. The SCOTCH WHISKY
marked "E" is universally popular, and is
pronounced by the best local connoisseurs
to be superior to any other brand in the
Hongkong market.We only guarantee our Wines and Spirits to
be genuine when bought direct from us in the
Colony or from our authorised Agents at the
Coast Ports.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

Hongkong, 5th December, 1897. (1836)

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG
TELEGRAPH" ARE MOST RESPECTFULLY
REQUESTED THAT ALL SUBSCRIPTIONS
MUST BE PAID IN ADVANCE.

The Hongkong Telegraph

HONGKONG, FRIDAY, DECEMBER 10, 1897.

NOTES FOR THE NAVY LEAGUE.

The Peace Society held its annual
meeting recently at Newcastle-on-Tyne
and we are told that at both the morning
session and the afternoon conference the
attendance was small. Possibly the fighting
spirit was abroad in Newcastle and
folks did not feel peacefully inclined. We
have studied the report of the proceedings
of the Society as set forth in the Times
and have come to the conclusion that the
sooner the name of the organization is
changed to Broken Piece Society the
better, for the members all appear to be
more or less cracked, and there does not
seem to be a whole intellect among them.
The object of the society is, as its
name implies, to make pieces of all
and everything, including the British
nation and empire, by allowing all
and everyone—British alone excluded—
to take whatever they please for fear, they
should be offended and commence what
they of the fragmentary intellects de-
signate "cruel and unnecessary wars,
attended with injustice to the proprietors
of the soil, a source of suspicion and dis-
trust to the part of other Powers, and a
hindrance to endeavours to interpose on
behalf of suffering and oppressed national-
ities."The society also would prefer to see all
Trafalgar Day Celebrations done away
with as "there was no conceivable advan-
tage to the memory of NELSON in cele-
brating this day, and there was every con-
ceivable insult to the feeling of a suscep-
tible and friendly nation." Poor peaceful
party! Why not forbid celebrations of
all sorts? for it seldom happens but that
the joy of the one is gall and wormwood
to the other. Why celebrate any anni-
versary? How dreadful of those rude
Americans to have a Fourth of July, and
those horrid French the Fourteenth! Can
these deluded individuals actually be so
blind to human nature as not to know that
man must fight and quarrel? Did they
themselves never ever fight at school? We
do not want war ourselves and have no
sympathy whatever with those who would
appeal to arms over every insignificant
dispute, but we plainly and distinctly
see that were such a policy as that of the
Peace Society carried out the disruption
of the British Empire would be inevitable,
for the disarming would be only on one
side. The Dean of Durham even went
so far as to suggest the reduction of
our armaments, and a "European compact
against Great Britain was one of the
possibilities of the future." Has the Dean
ever thought of the result to himself in the
event of war, were we to lose control of
the ocean highways? Even a Dean must
have bread, but well fed people can
seldom be made to realize the inconve-
nience of having the supply cut off. More-
over, more than one Power would
promptly abolish the English Church in
Italy."It was absolutely untrue to say that
trade followed the flag," said the president
of the society, and he poured forth torrents
of figures in support of his statement.
It is easy to quote figures, but
figures are easily juggled, and when
the speaker stated that our military
expenditure had increased twenty-five per
cent during the last quarter of a century
and our imports and exports had only in-
creased some 15 per cent. during the
same period he quite forgot to mention
that he was speaking of the trade of Great
Britain, and comparing it with the military
expenditure, not only of the mother
country, but of the whole British Empire.It is such wrong-headed fanatics as
those of the Peace Society who damage
the prestige of a country. "Let us sit in
peace and you take what you like," is not
a proper sentiment for a great
civilizing power. Peace can only be
maintained by preparedness for war,
and this every sensible and thinking
man will admit. If the Peace Society
wish to propagate their principles, by all
means let them practice what they preach.
Let them remove all locks and bolts from
their doors and windows, and have bills
posted stating that they have no intention
of defending their property. If this were
made a condition of membership, where
would the Peace Society be at the end of
a week, we wonder? In the Bankruptcy
Court, if not in a deeper hole. The Navy
League ought not to have much trouble in
disposing of such an opponent. H.M.S.
Centurion is an infinitely greater power for
peace than all the Societies in the world.
"The pen is mightier than the sword,"
and the tongue is stronger than the 12-inch
gun; sometimes; but not all the time,
and what we need is some permanent basis
of security. In the abstract, it is good that
England has a Peace Society, as a standing
demonstration of the peaceful sentiments
which animate a portion of the people,
and which are in fact endorsed by the
whole nation—in the abstract, be it noted.
But only to show what we would like to
see, not what we consider possible at pre-
sent. It is a standing protest against the
armaments of the nations; but we must
not put our protest into practice by dis-
arming while surrounded by dangers,
especially now that the militarism of
Europe is just giving signs of greater
activity than ever. We have shown our
good faith by avoiding war (except with
uncivilized tribes) for over forty years,
and Britain is the only Power that has
done so. We have at times paid dearly
for our peacefulness; but the Peace
Society asks altogether too much.

REUTER'S MESSAGE.

INDIAN FINANCE.

LONDON, December 8th.

Tenders will be received on the 15th inst., for
forty lakhs (40 rupees) to India Council Bills. The
Secretary of State will sell bills on India for
1897-1898 to the extent of only £10,000,000,
instead of £13,000,000 as estimated in the
Budget.

LOCAL AND GENERAL.

The buying rate for sovereigns is \$10.29 per £.
The French gunboat Comete left the harbour at
4.45 this afternoon, apparently bound south.The attention of mariners is directed to a
Customs notification published in our advertis-
ing columns.Messrs. DAVID SASSOON, Sons & Co. have been
appointed agents of the Norwich Union Fire
Insurance Society. *Vide adv't.*The Northern Pacific steamer Olympia, Capt.
T. H. Dobson, which arrived from Tacoma to-
day reports—Western gales leaving port and
mountainous sea accompanied by fierce hail
and snowstorms.A CARBOONMAN had to part with five Mexicans
to-day for having carried passengers without a
license. When P.C. Pyne boarded the boat
the defendant jumped overboard and swam right
into the arms of a detective ashore.Several Chinese were fined sums ranging
from \$10 to \$3 at the Magistracy to-day for
obstructing the foot paths. One defendant
whose furniture was out in the street said it had
been put there while his house was being
cleaned.The Band of the West Works Regiment will play
the following programme at the Officers' Mess
on Sunday evening:—Overture.....Der Freyschutz.....Wagner
No. 18, 2nd Op. 90.....Chopin
Cantata de Noel.....L. Massenet
Selection.....Les Pêcheurs de Perles.....Bizet
God save the Queen.An old Chinese boatman was fined \$5 at the
Magistracy for carrying his boat within 300 feet
of the French cruiser Desbarats. Inspector
Kemp said that the Naval authorities had
complained of this habit and boats had to have
written permission before mooring inside the
man-of-war anchorage.When the Dock Co.'s tug Fame was returning
from the Regatta last evening she was run into
by a Chinese launch when coming alongside
Pedder's Wharf. The impact was somewhat
severe and the launch had her stern consid-
erably damaged. The only injury the Fame sus-
tained was the loss of a little paint.The floors in the back of a 3-storey dwelling have
No. 44 Queen's Road, collapsed at 4 p.m. yester-
day. The upper floors are completely destroyed
and considerable damage done to the contents of
the place. None of the occupants were
injured. The lower floor was occupied as a
gun shop and the upper ones as dwellings. The
place is now in a dangerous condition.NOTE for the Post Office.—We have not taken
over the business of Messrs. Harling Buchmann
& Mendel, nor has that firm yet swallowed up
the Hongkong Telegraph. To deliver letters
to them via this office is roundabout, though
perhaps after this if the Post Office collies were
left to do their work without our ever-willing
aid. We shall put in a claim to the Government
soon, for wear and tear of our chip-collecting shoes.
In summer, when they sometimes don't wear
shoes, the colony will save money, as we will
make extra charge for bare feet.A CRICKET match between the H.K. C. C. and
the Navy will be played to-morrow commencing
at 11 a.m. By kind permission of Admiral Sir
Alexander Boller, K.C.B., Capt. Lytle and
officers, the band of H.M.S. Centurion will play
during the afternoon. The following will represent
the Club:—G. D. Campbell, H.K.R., H. S.
Mobley, H.K.R., F. Malland, P.A. Cox, Rev.
G. R. Vallage, A. S. Anton, Capt. Dyson,
A.P.D. A. G. Ward, R. F. Lammert Capt.
Langhorne, R.A., and T. Sercombe-Smith. The
Club eleven are requested to make a special
effort to be punctual.CASTELL'S Family Magazine for November is
even better than usual, and we must recommend
it to our readers as one of the very best ship-
worthy we have ever seen. The December
number is to begin a new volume, and a further
enhancement of its many attractions is promised.
In the way of pictures, short and long stories,
and interesting articles. Max Pemberton is to
supply a series of tales, while Biet Harte, Barry
Pain, Jerome, Burgin, and other writers in the
front rank of popularity are among the contribu-
tors. Orders should be sent at once. We
have also to acknowledge receipt of Castell's
Work and Quiver, which are much as usual.For the Volunteer Concert to-morrow night,
an excellent programme has been arranged;
and as it is not to be held in the open air this
time, the weather is simply too lovely for words.
It is a pity to clash with Frank Lincoln's popular
entertainment, but the Volunteer concert has
already been put off and put on many times to
avoid clashing with one thing after another, and
at last it has become impossible to further defer
it, as Professor Merck has to go away before
long. Professor Merck is a musician of high
standing, now on tour round the world. His
father is Director of the Brussels Conservatoire,
and he himself has attained a considerable
reputation. Bandmaster Bentley also will not
be long in the Colony, and we need not say
how his appearance to-morrow will be appre-
ciated. There will also be a novelty in the
shape of a brassoon solo by Bandman Bowditch
from the Centurion, which will be well worth
hearing. Our ingenious competitor yesterday
put this in print as a "barrow solo," and the
joke was so good that it was a pity to correct it,
for a Chinese wheelbarrow upstaged is very
musical—to a Chinaman.FOR stealing sundry articles valued at \$50 from
Mrs. Henderson at Blue Buildings, a cook, who
was in her employ and disappeared in July last,
was to-day sent "aboard" for six months.H.M.S. Dolphin, Pique, Pigmy and Undaunted
are at Shanghai; the Elk is stationed at Ichang;
the Redoubt is at Yokohama; the Rainbow and
Immortalist are at Nagasaki; the Phoenix is at
Fochow; the Grafton at Singapore and the
Narcissus is en route from Nagasaki to Hong-
kong.It is rumored that H.M.S. Centurion is under
orders to "stand by" and be ready to go north
within 24 hours, and that she has been taking
in stores as fast as possible. This does not
necessarily mean anything more than that the
political outlook is somewhat unsettled and
alertness is desirable just now.We would remind our readers that the Bazaar
organized by the French Sisters in aid of the
Poor Chinese Orphans of the Asile de la Salote
Elozence opens at the City Hall at 2 p.m. on
Tuesday, the 14th inst. There will be a fine
display of needlework, fancy goods, &c., made
by the orphans and the Bazaar promises to be a
very interesting affair apart from its commend-
able object.ACTING Inspector D. Hall raided a gambling
"joint" in Shaikwan on the night of the 9th
inst., and succeeded in making four captures.
One of the prisoners was caught in a previous
raid in October last. This morning Mr. Wade
house fined the culprits \$150, \$75, \$50 and \$10
respectively. The house, the officer explained,
was supposed to be unoccupied and the only
furniture it contained was the gambling para-
phernalia.We hear on very good authority that one of the
warship's boats finished in the sailing race
yesterday, after all. The sturdy tar in charge
held on his course with characteristic tenacity
and all alone in the pale moonlight his little
ship crossed the line last night just 16 minutes
after 8 bells (8 o'clock) had been struck. This
is something like a sporting spirit and we hope
Jack did not have to "fall in" on the quarter
deck to-day for overstaying his leave.We beg to acknowledge receipt of an admirable
portrait of His Excellency Sir W. Robinson,
G.C.M.G., as a supplement to the Camp
Gazette. The Governor is dressed in his best
clothes, and the pose of his gloves is as striking
as the fin of his gold-headed cane. The photo-
graph is labelled "Honorary Colonel, Hong-
kong Volunteer Corps," but it is not in that char-
acter that the camera has caught him. Perhaps
the Camp Gazette will present its readers with
a photograph of the Hon. Colonel's uniform
when he gets it. This is good enough in the
meantime; His Excellency is a handsome man
and "takes" well, and from the artist's point
of view it is an excellently finished picture.The long-talked-of contest between the naval
cadets, the Hongkong and the Victoria, is to come off
in the City Hall on Monday next, the 13th
instant. Both of them have been in training for
some time and they should therefore be in good
form when they meet in the arena. As will be
seen by the advertisement in this issue calling
attention to the affair for the heavyweight cham-
pionship, there are to be other bouts on Monday
and if any of them come up to the recent Dacey-
Pearson fight there will be plenty of excitement.
It is to be hoped, therefore, that the audience will
refrain from giving vent to their feelings and be
guided in their demonstrations, if any, by those
who are close to the ring-side and are con-
sequently in a good position to take stock of
what is going on in the ring.A SKAMAN named Donald McKain of the steamer
Chunshan was charged at the Magistracy this
morning with stealing a gold watch and chain,
valued at \$150, from Robert Davies, second
officer of the steamer on the 8th inst. Detective
Scott gave evidence that a report of the loss was
made on the 9th at 11 a.m. and at noon witness
arrested the defendant, with the missing articles
in his possession, at the Western Hotel. Witness
stated that the Chunshan had left port and
would be back in a month's time. Samuel
McKain, an unemployed look at present stay-
ing in the Sailors' Home said that the defendant
met him at 9 p.m. on the 8th. Defendant said
he had no money and asked witness to go with
him to sell a gold watch and chain that he had.
They entered a Chinese shop at Praya West
but the shopkeeper shook his head and then
witness separated from him. The case was
remanded for a week.FRANK LINCOLN was in excellent form last night
at the City Hall, and did full justice to himself
and his audience. The performance was hugely
enjoyed from start to finish, laughter alternating
with applause and frequently overlapping. We
are unable to decide whether he is best as a
German Socialist, a mischievous morosito, a
whole Italian opera, a squeaky wheelbarrow, or
a French farceur; he is irresistible in all. When
he touches the piano it is just enough to suggest
that he could be in the first rank of pianists if he
could give up the funny business; and as a
singer he is undoubtedly gifted in high degree.
He is away to Canton to-day, and will give his
farewell performance in Hongkong on Saturday,
when it is to be hoped he will again have a good
audience, for their own sakes as well as his. It
is a thing not to be missed, for few men in the
world can do much single-handed to amuse
an audience and shake up torpid livers. The
King of Siam said, almost pathetically, "I never
laughed so much in all my life" as at Lincoln's
entertainment; and we can quite believe the
poor much-married potentate. It is impossible
to criticize what Frank does, for it is indescrib-
able in cold print. It has to be seen and heard.
We can say "he imitates all sorts of sounds
better than anybody we ever heard," and we can
say "he rattles off stories, songs, mimics, and
musical whimsicalities with hardly a moment
of breathing-time for himself or his laughing
audience," but that does not convey the idea half
as well as to go and see him.SAMUEL E. MORSE, Ex-U.S. Consul at Paris,
says: "The present system, or lack of system,
of selecting consular officers should be changed.
Selections should be made with a view to the
character and qualifications of the appointees
rather than on political grounds. There should
be a greater permanence of tenure, and a system
of promotion and preferment should be adopted,
which would operate as a constant incentive to
subordinate consular officers to render the best
service of which they are capable. I would not
go so far as to advocate a life tenure of any post
in the service, because I am not sure it would
conduce to the public interests. I believe it
would be a wise policy for the United States to
acquire suitable and permanent quarters for our
embassies and legations in all the important
capitals. Every great power except the United
States owns its embassy buildings in Paris and
in other leading capitals. The existing scale of
diplomatic salaries is egregiously paltry. It
compels the appointment of wealthy men as
ambassadors and ministers, or places our diplo-
matic representatives at a hopeless disadvantage
as compared with their colleagues of other
nations."A CORRESPONDENT sends to the Kobe Chronicle
a complaint which we can fully endorse in
Hongkong—"Though it has been declared
that 'no man is indispensable to his fellow,' I
see no reason why I should be subjected to the
chances of being abandoned off this mortal coil
at that account. Last night when emerging from
my wet castle I heard a sweet little thump-
thump, but as it was very dark and many Japa-
nese houses have a similar musical arrangement
I did not realize whence the sound proceeded.
Suddenly there loomed upon my agitated vision
what appeared a moving Eiffel, and for awhile it
seemed a case of a big man, a little man, a
bicycle, and a funeral. I have the greatest respect
for the wheel and its votaries, but as that cheap
illumination the moon is not always available I
would mildly suggest that it would conduce to the
safety of all alike if a light were carried. In this
case there was none, not even a paper lantern—and
they are very

THE ANTI-CHINESE SCARE IN AMERICA.

Some of the American papers seem determined to agitate against Chinese immigration until Congress can be induced to pass a new and more stringent Exclusion Act. We repeat that it is no business of British officials to stop the Chinese passenger trade of their own accord. It is solely the business of the United States people, if they choose, to make their own laws for their own country, and see that their own officials, at home and abroad, no provided with power enough and use it as desired. As to the wisdom of keeping out the Chinese, we consider they are making a great mistake, but they are fully entitled to make their own mistakes in their own land—and in their own consulate all over the world. If the U.S. Government formally applies to the British Government for co-operation, and supplies valid reasons for the same, then our officials can properly do whatever may be agreed on; but until then, it is a mistake for the Registrar-General of Hongkong to allow himself to be "rattled" by the tail-twisting prints of San Francisco. The *Chronicle* of November 4th returns to the charge, in the following terms:—

The danger of a flood of Chinese coolie immigration through the defect of the treaty of 1894, which the *Chronicle* exposed and pointed out just a month ago, has been acknowledged and confirmed by the Treasury Department. On September 30th forty-one Chinese, aimed with certificates issued by the Portuguese officials of the dependency of Macao, were landed by the Collector of Customs at this port, acting under what he believed to be the imperative requirements of the treaty and the law. The *Chronicle* would lead a full statement of the facts, with copies of the certificates issued, and by following the Chinese themselves, proved that nearly all of them were, in fact, laborers and not merchants or students, and that the use of these certificates opened the door to unrestricted immigration.

A few days later the Treasury Department sent a communication to the Collector, enclosing a copy of the *Chronicle* containing the article and asking him to investigate the facts therein set forth as to the character of the Chinese and their occupation subsequent to their landing. This investigation was made by the Chinese Bureau, and all the allegations were fully confirmed and so reported to the department. This report was submitted to the Solicitor of the Treasury, F. A. Reeve, for an opinion as to whether, under the treaty and the laws, there was any way of detecting and preventing this manifest method of evading the Chinese restriction act. The Solicitor of the Treasury filed an opinion with the department, which opinion, together with the approval of the Secretary of the Treasury, was received on Monday by Collector Jackson.

In this opinion the views of Collector Jackson as to the provisions of the treaty and the law are fully endorsed, and his action as to the landing of these forty-one Chinese is approved, and now becomes the rule to be applied in all similar cases until Congress or the treaty-making power changes it by new enactments or a new treaty. Meanwhile there is nothing to prevent a flood of the most undesirable Chinese immigrants pouring into this country, unless the State Department can persuade the foreign governments having Chinese dependencies to forbid their consular and diplomatic agents to issue any more certificates of this kind.

For months Chinese have been coming from Hongkong and Canton, provided with certificates printed in Chinese and English and signed by the Registrar-General of Hongkong and the Commissioner of Customs at Canton. Blank certificates of this character are circulated in various parts of the Pacific. Mail Steamship and other steamship companies interested in the Oriental trade, as a means of securing business. When they are signed by the official named and signed by the United States Consul they become prima facie evidence of the right of the Chinese to whom they are issued to land, whether the facts certified to are true or not, and there is no means of determining the facts at this port except by the statements of the Chinese themselves. If they make no contrary statements, but affirm the averment certified to, they must be admitted, although the Collector of the Port may be personally certain they are not merchants or students, but are, in fact, mere laborers. Once landed they cannot be deported no matter in what employment they engage.

But the danger of this direct immigration from Hongkong and Canton is as nothing to the danger from Macao, which this initial immigration of forty-one has made apparent. Macao is a Portuguese dependency, one of the few left to that little kingdom out of the empire it possessed 200 years ago. The officials there have no particular reason for wanting to help the United States keep out the Chinese coolies, and every certificate issued means a fee to the official issuing it. For any carelessness or even intentional errors of which they may be guilty they cannot be directly held to account by the Government, and only indirectly if at all, through the round-about channels of diplomatic negotiations with the home Government of Portugal. To avoid this the certificates of Chinese do not have to be natives of or subjects of the Government of Macao. All they need do is to get the proper Government official of that dependency to certify that they are residents and belong to the exempt class of merchants or students. When it is considered how much money there is in the immigration of Chinese to this country it can be readily imagined that this certification is not difficult to procure, even if there need be no inducement to the officials beyond the fees they will get out of it.

FOOCHOW RACES.

We are indebted to the courtesy of the Joint Telegraph Companies for the following:—

FOOCHOW, December 9th.	
LEADER CUP.	
Saraband	1
Himalaya	2
Begum	3
CHARGE CUP.	
Saraband	1
The Ancient	2
Ranger	3
LADIES' PURSE.	
Disparation	1
Ranger	2
MANCHE STAKES.	
Leahy	1
Larklin	2
The Ancient	3
CONSOLATION CUP.	
Himalaya	1
Himalaya won easily.	
CHAMPION STAKES.	
Disparation	1
Millerton	2
Telso	3
WELTER STAKES.	
Saraband	1
Begum	2
Ranger	3

THE V. R. C. REGATTA.

YESTERDAY'S FINAL EVENTS.

The late hour at which the following races finished yesterday prevented the results being published in our last evening's issue:—

SNAKE BOATS: Open to Chinese snake boats. Distance, one mile; 1st prize, \$10; 2nd prize, \$5. Eight boats to start for two prizes. This race was looked forward to with interest, but did not take place till late in the day and only few were aware of it. Some half dozen boats started and as usual the contestants behaved in an amusingly excited manner. The race was won by the boat in No. 3 Station.

COPPER PUNTS: Open to regular Chinese sampans; distance, half mile; 1st prize, \$10; 2nd prize, \$5; 3rd prize, \$3. No competitors put in an appearance for this event.

SAMPAN RACE: Open to regular Chinese sampans; distance, half mile; 1st prize, \$10; 2nd prize, \$5; 3rd prize, \$3. Eight boats to start for two prizes. What appeared to be a race between sampans was rowed during the afternoon, but it seems to have been a scratch affair, no official start having been notified.

TUN SCULLING: (sub sculling boats); distance, half mile; entrance, \$1; 10 to be rowed in clubs. The property of the Victoria Recreation Club. Station No. 1.—H. Kew, boat No. 5. Station No. 2.—P. Hyndman, boat No. 2. Station No. 3.—M. E. Agar, boat No. 1. Station No. 4.—J. H. Logan, boat No. 3. Hyndman passed the winning post first, but he was disqualified for taking Kew's water and Kew, who came in second, was awarded the prize. Time—7 min. 61 secs.

SAILING RACES.

YACHTS AND PARTIALLY DECKED BOATS: (In two classes); Y. R. A. handicap; prizes, a cup for each class; entrance, \$4. Course, 9 miles.

A CLASS.

La Cigale, Mr. W. H. Carey, R.A., 38. *Erica*, Mr. A. Denison, 23, 18 min. 18 sec. *Maid Marian*, Mr. J. Hastings, 23, 18 min. 18 sec.

Phoebe, Hon. F. H. May, 23, 18 min. 18 sec. *Chanticleer*, Mr. C. A. Tomes, 23, 18 min. 18 sec.

Activa, Mr. H. E. Pollock, 23, 18 min. 20 sec. *Meteor*, Mr. C. H. Kew, 23, 18 min. 18 sec. *Sybil*, Officers, R. E., 23, 18 min. 18 sec. *Princess*, Mr. J. McKie, 23, 18 min. 18 sec.

B CLASS.

Payne, Officers, R. E., 23. *Dart*, Dr. Clark, 23, 4 min. 4 sec. *Ladybird*, Mr. C. D. Wilkinson, 23, 3 min. 15 sec.

Sat, Mr. E. M. Hazledine, 23, 3 min. 3 sec. 0. The course for the yachts and partially-decked boats starting at 1.30, and for the open sailing boats, starting at 1.40, was:—From a line between two mark-boats moored to the south of Green Island, leaving it to starboard, round the white conical buoy at Cosmopolite Dock, leaving it to starboard, across the starting line from west to east, round the west buoy off Meyer's Island at East Point, leaving it to port, and cross the line from east to west. Distance 9 miles.

This was a long drawn out race owing to the lightness of the breeze and at times there appeared to be little chance of the boats finishing before dark. It was decided to finish at Meyer's Buoy. The only yachts that made their numbers at the finish were:—

Erica H. M. S. | 5 45 || *Phoebe* | | 5 48 |
B class boats.—The times at the Dock Buoy were:—		
Sat	H. M. S.	4 27 15
Ladybird		4 28
Princess		4 30

OPEN BOATS (over 18 ft): any rig, Chinese-owned boats excluded. Entrance, \$4. Prizes, \$25. Course, the same as for the yachts. *Victor Emanuel's* Gull, 32 feet, 15 minutes. *Centurion's* Launch, 43 feet, 10 minutes. *Centurion's* Planter, 35 feet, 9 minutes. *Victor Emanuel's* Cutie, 30 feet, 18 minutes. *Centurion's* Gull, 30 feet, 18 minutes. *Victor Emanuel's* Gull, 16 feet, 24 minutes. *Victor Emanuel's* Gull, 14 feet, 24 minutes. The fleet went off in a very light S.W. wind and with an ebb tide. The *Victor's* gull rounded the Dock Buoy at 4.32, and at 4.15, when it was seen that there was no chance of the others finishing, the gull was judged the winner, the course being made to terminate at the starting point. She came in at 4.37.

OPEN BOATS (18 feet and under): any rig, Chinese-owned boats excluded. Time allowance, 20 seconds per foot in length of boats per mile. Entrance, \$1. Prize, value \$30. The course, starting at 1.40, from the starting line, round mark boat off Green Island and back, crossing starting line from west to east; five miles. Post entries.

Victor Emanuel's skiff No. 1, 18 feet. *Victor Emanuel's* skiff No. 2, 18 feet. *Centurion's* skiff, 18 feet. *Victor Emanuel's* skiff No. 3, 16 feet, 1 min. 40 seconds.

Victor Emanuel's skiff No. 4, 16 feet, 1 min. 40 seconds. *Linnet's* gull, 16 feet, 1 min. 40 seconds. *Victor Emanuel's* skiff No. 5, 14 feet 3 min. 20 minutes.

Mr. Denison's dinghy, 14 feet, 3 min. 20 seconds.

In this race too there was disappointment none of the craft having made the Green Island flagboat at 4.30 and the race fell through.

SECOND DAY.

The weather continued beautifully fine to-day for the Regatta and there was another large attendance on board the flagship. The Hongkong Regiment's Band played a capital programme during the afternoon and the committee and officers carried out the general arrangements on board in first-rate style. The position of the *Holburn* unfortunately was not the best by any means from which to witness the start or finish of the races. A gunboat and other craft obscured the view at the starting point and as the boats came up they were only seen at a very deceptive angle. The harbour fully swarmed with small craft and the number of steam launches of all classes was really surprising. While one race was in progress there were fully at launches in the wake of the boats.

Mr. W. H. Potts acted as starter and Mr. C. H. Thompson as umpire for the rowing races. Capt. G. C. Anderson umpired the sailing races and Capt. F. D. Goddard the open boat events. The judges for the rowing races were Messrs. R. K. Lefeb, Commander W. C. H. Hastings, R.N., Mr. T. F. Hough acted as time-keeper. The general committee consisted of the following gentlemen:—Com. W. C. H. Hastings, R.N. (Chairman), Mr. E. Bluff, G. A. Caldwell, R. F. Lamont, R. K. Lefeb, W. Armstrong, A. Denison, T. H. Reid, M. A. Somers, W. H. Potts (Hon. Treasurer), and W. Macdonell (Acting Hon. Secretary).

The weather to-day was a good deal better for sailing, a nice little N.W. breeze blowing, that did not make matters too uncomfortable for the rowing races. The one topic of talk on the flagship was the International race, and what little wagering was done indicated that the German crew was most fancied. Some fun was

caused on the flagship by a visit from a blue-jacket, set up in most picturesque attire of colored paint and with burn-corked face. He paddled off to the ship from Kowloon in a tub.

A good deal of fun was also caused by the coming of a canoe: a model of the *Victor Emanuel* under full sail, the grotesque male and female costumes of the crew causing much amusement. When reaching the finish a band on the model played selections in true Salvation Army style.

LIGHT GIGS: Open to European Non-Commissioned Officers and men of any Regiment or Corps of the Garrison or to European crews of any of H.M. vessels or to European members of the Police Force; entrance, \$1; distance, one mile; boat to be approved of by the Committee; time allowance, 8 seconds per oar; four boats to start for two prizes; winning crew of 3rd race, first day, to be handicapped by the Committee. 1st prize, \$15; 2nd prize, \$10.

Royal Engineers, *Victoria*, 6 oars. 1st Centurion, 6 oars. 2nd H.M.S. *Victor Emanuel* (No. 1) *Marjorie*, 6 oars. 3rd H.M.S. *Victor Emanuel* (No. 2) *Joan*, 6 oars.

From the start R. E. looked like winning. They had to suffer a handicap for yesterday's win and finished on the good side of the time penalty, 18 seconds separating them from the second boat.

INTERNATIONAL CHALLENGE CUP: for four-oars; cup presented by the late J. S. Laprak, Esq., to be held by the winning crew for one year; but to remain the property of the Club; distance, one-mile-and-a-half; entrance, \$10. To be rowed in boats the property of the Victoria Recreation Club.

"THISTLE," Scotch. Station No. 3.—Red and white. Bow, G. Mollison. 1st 11 min. 12 sec. No. 2, W. Armstrong. 2nd 11 min. 12 sec. No. 3, G. Wilson. 3rd 11 min. 12 sec. Stroke, J. M. Henderson. 4th 11 min. 12 sec. Cox, G. A. Caldwell. 5th 11 min. 12 sec.

"LEAK," Irish. Station No. 4.—Green. Bow, Lt. C. P. Ryan, R.N. 1st 10 min. 10 sec. No. 2, C. C. Howell. 2nd 10 min. 10 sec. No. 3, W. S. Bailey. 3rd 10 min. 10 sec. Stroke, E. D. Sanders. 4th 10 min. 10 sec. Cox, F. W. White. 5th 10 min. 10 sec.

"ROSE," English. Station No. 1.—St. George's Cross. Bow, G. Mollison. 1st 11 min. 12 sec. No. 2, G. H. Potts. 2nd 11 min. 12 sec. No. 3, A. Brooke Smith. 3rd 11 min. 12 sec. Stroke, G. C. Hayward. 4th 11 min. 12 sec. Cox, H. W. Kennet. 5th 11 min. 12 sec.

"KORNBUM," German. Station No. 2.—Black, white and red. Bow, F. T. Lamont. 1st 11 min. 12 sec. No. 2, F. Lamont. 2nd 11 min. 12 sec. No. 3, E. Bluff. 3rd 11 min. 12 sec. Stroke, R. F. Lamont. 4th 11 min. 12 sec. Cox, L. A. Rose. 5th 11 min. 12 sec.

This race was a complete upset for many. The Scottish crew rowed a steady walloping stroke throughout and won with comparative ease by seven lengths from the Irish crew, England being a good deal faster. Kornblume broke down twice and gave up after the second time. The whole of the launch which was the German was fired for the Thistle. The Scots were the heaviest crew and some members of the crew stated that at no time in the race were they pushed to any great extent. Lamont's crew seem to have cracked up altogether.

COPPER PUNTS: go as you please; distance arranged; 1st prize, \$7; 2nd prize, \$3; 3rd prize, \$2; five boats to start for three prizes. Winner of No. 5, first day, excluded.

Some half dozen boats rowed for this prize and the finish was quite as exciting as anything seen during the meeting, only a length or so separating the first three.

GRIFFIN'S CUP: for four-oars; open to members and subscribers of the Victoria Recreation Club who have never won a race at a regatta in China; distance, one mile; entrance, \$5. To be rowed in boats the property of the Victoria Recreation Club.

"SHAMROCK," White and red. Station No. 1.—White and red. Bow, H. A. Seib. 1st 9 min. 20 sec. No. 2, P. Hyndman. 2nd 9 min. 20 sec. No. 3, Albert Ellis. 3rd 9 min. 20 sec. Stroke, E. Herbst. 4th 9 min. 20 sec. Cox, F. W. White. 5th 9 min. 20 sec.

"KORNBUM," White. Station No. 3.—White. Bow, R. Henderson. 1st 9 min. 20 sec. No. 2, A. Agar. 2nd 9 min. 20 sec. No. 3, J. Coyle. 3rd 9 min. 20 sec. Stroke, G. R. Stevens. 4th 9 min. 20 sec. Cox, A. E. Alves. 5th 9 min. 20 sec.

"LEAK," White. Station No. 1.—White, red and blue. Bow, M. A. de Figueiredo. 1st 9 min. 20 sec. No. 2, H. Grant Smith. 2nd 9 min. 20 sec. No. 3, O. J. Ellis. 3rd 9 min. 20 sec. Stroke, J. H. R. Hance. 4th 9 min. 20 sec. Cox, T. Meek. 5th 9 min. 20 sec.

"SHAMROCK," Blue and white. Station No. 2.—Blue and white. Bow, M. A. de Figueiredo. 1st 9 min. 20 sec. No. 2, A. Agar. 2nd 9 min. 20 sec. No. 3, O. J. Ellis. 3rd 9 min. 20 sec. Stroke, J. M. de Carvalho. 4th 9 min. 20 sec. Cox, L. A. Rose. 5th 9 min. 20 sec.

"THISTLE," White. Station No. 4.—White and red. Bow, N. A. Goncalves. 1st 9 min. 20 sec. No. 2, G. Grant Smith. 2nd 9 min. 20 sec. No. 3, G. Wilson. 3rd 9 min. 20 sec. Stroke, J. D. Danby. 4th 9 min. 20 sec. Cox, C. T. Kew. 5th 9 min. 20 sec.

"KORNBUM," by sheer hard rowing went to the front and won by about three lengths. The other boats had no show, and were a long way astern when the gun was fired. *Rosa* was third boat.

SAMPAN: open to regular Chinese sampans; distance, half mile; 1st prize, \$10; 2nd prize, \$5; eight boats to start for two prizes; winner of No. 9, first day, excluded.

There were only two entries and they made a good race of it, the winner only crossing the line a length or so ahead of the other boat. **GRAMAM CUP:** presented by the members of the Club Germania; for four-oars; distance, one mile; entrance, \$10; to be rowed in boats the property of the Victoria Recreation Club.

"LEAK," White. Station No. 2.—White. Bow, T. Meek. 1st 10 min. 10 sec. No. 2, A. Brooke Smith. 2nd 10 min. 10 sec. No. 3, G. Wilson. 3rd 10 min. 10 sec. Stroke, A. A. Alves. 4th 10 min. 10 sec. Cox, F. W. White. 5th 10 min. 10 sec.

"KORNBUM," Blue. Station No. 3.—Blue. Bow, G. L. Duncan. 1st 10 min. 10 sec. No. 2, Albert Ellis. 2nd 10 min. 10 sec. No. 3, G. C. Hayward. 3rd 10 min. 10 sec. Stroke, E. D. Sanders. 4th 10 min. 10 sec. Cox, C. T. Kew. 5th 10 min. 10 sec.

"THISTLE," Black, pink and blue. Station No. 1.—Black, pink and blue. Bow, L. A. Rose. 1st 10 min. 10 sec. No. 2, F. Lamont. 2nd 10 min. 10 sec. No. 3, W. A. Stopped. 3rd 10 min. 10 sec. Stroke, R. F. Lamont. 4th 10 min. 10 sec. Cox, J. M. de Carvalho. 5th 10 min. 10 sec.

"SHAMROCK," Red and white. Station No. 3.—Red and white. Bow, A. E. Alves. 1st 10 min. 10 sec. No. 2, G. R. Stevens. 2nd 10 min. 10 sec. No. 3, G. M. Potts. 3rd 10 min. 10 sec. Stroke, J. M. Henderson. 4th 10 min. 10 sec. Cox, J. H. R. Hance. 5th 10 min. 10 sec.

"ROSE," Station No. 4. Bow, J. D. Danby. 1st 10 min. 10 sec. No. 2, E. Thorne. 2nd 10 min. 10 sec. No. 3, E. Bluff. 3rd 10 min. 10 sec. Stroke, G. Mollison. 4th 10 min. 10 sec. Cox, R. Henderson. 5th 10 min. 10 sec.

This was a hard fight between the placed boats, and *Tatula* for part of the distance. Then the latter boat fell off and a splendid race home took place between *Leak* and *Kornblume*, the former winning by less than a length. *Tatula* did not finish the course.

Owing to the late hour at which the Regatta concluded we will give the remainder of the races to-morrow.

THE "ALARUM" MINSTRELS.

Last night the cosy reading-room in the Hongkong and Whampoa Dock Co's huge establishment at Hungghom was converted into a very pretty bazaar theatre for an entertainment given by the smart, witty and versatile members of the minstrel troupe organized by that prince of amateur showmen, Lieut. Sheldford of H.M.S. *Alacrity*. Numbers of ladies, children, visitors from Hongkong and blue-jackets from the German cruiser *Mosna* and H.M.S. *Alacrity* and members of the Dock Staff, including Mr. T. C. Hutchings (who made an admirable Chairman) were present, as well as Comd. Smith-Darling, the first Lieutenant and other officers of the *Alacrity*, which is undergoing an overhaul in the Dock.

The drop-scene was in the form of a capital sketch of Hongkong harbour with the *Centurion* and *Alacrity* as conspicuous and appropriate features. The curtains were up at 9 o'clock and then the fun began, the rank and file of the being nearly all in red and white and the get up of the corner men (Pittier and Kitchner, bones; Ralph and Long, tambos) being faithful and their frolicking and "antics" irresistibly funny, while the large and gestures of all hands were kept well within the bounds of what our intemperate Colonial Secretary would call "parliamentary proceedings." In a word, the "Alarums" showed us that capital fun can be had without coarseness or vulgarity and that the British tar is as good at amusing a crowded concert room as he is at fighting with his gun and maintaining the prestige of the British Navy in all parts of the world, at all times and under any circumstances.

The songs were well arranged, comic ditties following sentimental items in rapid succession. The vocalists, Messrs. T. Ralph, C. Johnson, T. Weaving, A. Hill, W. Potter, C. Mayman, G. Long, H. Elcock and A. Kitchner acquitted themselves admirably, Johnson (tenor) coming in for a richly deserved encore.

After the musical business, the interlocutor (Lieut. Sheldford) took the house into fits of laughter with an exhibition of conjuring that was sufficiently wonderful to cause the "Wizard of the North" to turn in his grave, and then he put on deck a screaming hair-raising farce, in which two blue-jackets figured in female attire; their brawny arms, stout understandings and the difficulty they experienced in arranging their skirts to make themselves "teaching" causing any amount of merriment.

The force over, the whole company joined in singing "God Save the Queen" and then, on the call of Mr. Hutchings, three heavy chairs were given for the able and deservedly popular Commander and officers of the *Alacrity*, thus bringing to a fitting conclusion a very pleasant evening spent in the Hungghom Dockyard.

A PECULIAR CASE.

A few days ago a Chinese merchant, residing on Praya West, charged two men with stealing a large sum of money from him. Sergeant Williams secured a conviction and the thieves were each sentenced to six months' hard labour. Among the money claimed, but not valued, by the merchant was a parcel containing 33 counterfeit Mexican dollars. The Sergeant reported this to Mr. Woodhouse and he directed the merchant to be prosecuted for being in possession of them. To-day at the Magistrate's case was brought on and the police evidence was heard as to ownership. The merchant said that he was a dealer in Californian goods and the counterfeit coins had come into his hands during 30 years of trading. He put them, he said, into a parcel and marked it "not to be used." There were characters on the paper wrapping, but the interpreter said that they did not mean what was alleged. His worship said he took them to mean something to the effect stated and he gave his opinion that defendant's story was a reasonable one and that he did not mean to circulate them. The case was dismissed and his worship ordered the coins, which the Police Court sheriff pronounced to be counterfeit, to be restored to the owner. The latter did not seem to particularly care whether he got them back or not.

BUSINESS MAXIMS.

Do not wait for trade; hustle—go after it. Push in busy seasons, and in dull seasons still push.

Have enough system to aid your business, not to cripple it. Keep courteous clients; be kindly and courteous yourself.

A pleasant word will often bring back a stray customer. Be honest from principle as well as from policy. Pay promptly, and collect as promptly as you can.

Be ambitious without limit, other than the ability to pay. Make your advertisements absolute truths; they will reap gold dollars. Never misrepresent goods, nor allow it to be done; it is fatal.

Keep the best stock, the clearest stock, and turn it often.

Watch the leaks—they grow to well-holes. Let the other man sell at a loss; you at a profit. Buy advertising as you buy goods—never overstock.

Don't let your business be a stranger in your house; know it thoroughly. Advise first, last, and all the time.—*Iron Age*.

ELECTRIC RAILWAYS IN EUROPE.

The Berlin publication, *Kuhlow's*, says: "During the year 1896 the total number of electric railways, or tramways, in Europe, rose from 70 to 112; the length of lines from 435 to 560 miles, and the output of the central stations from 13,150 to 20,095 kw., while the number of cars increased from 1,236 to 1,747. The mileage of electric railways in the principal European countries is as follows: Germany, 232 miles; France, 82 miles; Great Britain and Ireland, 664 miles; Austria-Hungary, 44 miles; Switzerland, 20 miles, and Italy, 24 miles. Servia, Russia, Belgium and Spain have but from 61 miles to 18 miles, while the remaining countries have less than five miles each. Of the 112 lines 91 are operated on the overhead

surface system, 12 on the underground system, and 8 by means of accumulators. It is estimated that the new lines projected for the present year will exceed in number and mileage those constructed during any previous year. Considerable activity exists in planning and laying out new routes. The capital invested in electric lines in Germany alone is estimated at \$23,800,000.

NOTANDA.

CALENDAR.

DECEMBER.

Meteorological means based on ten years' observations to 1893.

Barometer 30.177
Thermometer 73.5
Humidity 65.0
Rainfall 1.21

TO-DAY.

WEATHER REPORT.

Barometer 30.177
Thermometer 73.5
Humidity 65.0
Rainfall 1.21

TO-DAY.

Friday, 10th December, 1897.

Chinese—17th of 11th moon of 25th year of Kuowei-si.

Jewish—16th Kislev, 5658.

Mohammedan—18th Rajab, 1315.

Sun—Rises 6hr. 30min.
Sets 5hr. 15min.
High water—Morning 11hr. 35min.
Afternoon 6hr. 25min.
Low water—Morning 5hr. 17min.
Afternoon 4hr. 55min.

ANNIVERSARIES.

1865—Death of Leopold, first King of the Belgians.

1890—The s.s. *Namoa* pirated near Hongkong; 3 lives lost and several persons wounded.

Entertainments.

HONGKONG VOLUNTEER CORPS.

SMOKING CONCERT

(IN-DOOR).

TO-MORROW, the 11th December, at 9 P.M.,
In aid of Band Funds.
SOLOISTS:—
M. Merck Cello.
(From Brussell's Conservatoire).
Bandsman Bowshere Bassoon
(H.M.S. Centurion).
E. Mrow, Esq. Zither.
W. G. Bentley, Esq., A.R.C.M. Clarinet.
Songs, Recitations, &c., by other Gentlemen.
ADMISSION:—
TICKETS may be had from the Sergeants of
the Corps or at the door.
Hongkong, 9th December, 1897. [1820]

WEST YORKSHIRE REGIMENT
BAND.
(Assisted by the PHILHARMONIC SOCIETY
ORCHESTRA),
will give a

FAREWELL CONCERT

in the

THEATRE

THURSDAY, the 11th December, 1897.
Proceeds to be devoted to local Charities.
Further particulars will be announced
in due course.
Hongkong, 8th December, 1897. [1817]

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions
to Sell by
PUBLIC AUCTION,
at his Sales Room, Zealand Street, No. 2,
TO-MORROW,
(SATURDAY), the 11th December, 1897,
Commencing at 2.30 P.M.,
AN ASSORTED LOT OF FINE
JAPANESE PORCELAIN, BRONZES,
CHOISNONNES & LACQUERED
WARE.

Comprising:—
TEA and COFFEE SETS, VASES,
PLATES, CUPS, and SAUCERS, INCENSE
BURNERS, LACQUERED PHOTO
FRAMES, BRONZE VASES and INCENSE
BURNERS, BAMBOO WARE, LACQUERED
KAKIMOMOS, CHOISNONNES VASES and
INCENSE BURNERS, CHOISNONNE
PLATES, &c., &c., &c.
TERMS OF SALE:—As Customers.
On View from FRIDAY, the 10th December,
1897.
PAUL BREWITT,
Auctioneer.
Hongkong, 8th December, 1897. [1818]

GOVERNMENT NOTIFICATION.

No. 525.

THE following Particulars and Conditions of
Sale of Crown Land by Public Auction,
to be held on the spot, on
MONDAY,
the 13th day of December, 1897, at 3 P.M., are
published for general information.
By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 27th November, 1897. [1806]

Particulars and Conditions of the letting by
Public Auction Sale, to be held on Monday the
13th day of December, 1897, at 3 P.M., by Order
of His Excellency the Governor, of One Lot of
CROWN LAND in the Colony of Hongkong,
for a term of 999 Years.

PARTICULARS OF THE LOT.

No. of Lot.	Locality.	Boundary Measurements.	Contents in Acres, Roods, and Perches.	Annual Rent.	Upset Price.
1	Inland (along Road, Lot 144).	80 ft. by 150 ft. 60 ft. by 150 ft.	1.000 0.000 0.000	300 300 300	6,000

Intimations.

CARBOLINE-AVENARIUS

USED FOR OVER 20 YEARS.

With the Utmost Success.

Thoroughly reliable preservative for Wood
and Stone against White Ants, Decay, Fungus
Rot and Dampness.
Sole Agents for China,
LUTGENS, EINHART & Co.
Hongkong, 11th September, 1896. [133]

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL
BILIOUS AND NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION,
WEAK STOMACH,
IMPAIRED DIGESTION,
DISORDERED LIVER,
AND FEMALE AFFECTIONS.
ANNUAL SALE SIX MILLION BOXES.

Prepared only by the Proprietor:—
THOMAS BEECHAM, St. Helens, England.
SOLE AGENTS for HONGKONG and the
EMPIRE OF CHINA:—
WATKINS & Co.,
APOTHECARIES' HALL, 66, Queen's Road Central,
HONGKONG. [191]

SERRAVALLO'S FERRUGINOUS QUININE

THE GREAT AUSTRIAN TONIC
OF
PERUVIAN BARK AND IRON.

Over 300 Medical Certificates testifying its
great STRENGTH-GIVING PROPERTIES and at the
same time being of an
EXQUISITE TASTE.

Sole Agents for Hongkong:—
A. S. WATSON & Co.
Hongkong, 1st September, 1896. [138]

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
YAMASHIRO MARU J. Jones	NAGASAKI, KOBE and YOKO- HAMA	MONDAY, 20th December, at 4 P.M.
SANUKI MARU W. Townsend	MANSEILLE, LONDON and AM- STERDAM, VIA SWAMP (Transhipping Cargo for JAWA PORTS), COLOMB, and PORT SAID.	TUESDAY, 21st December, at 4 P.M.
YAMAGUCHI MARU S. Kawamura	KOBE and YOKOHAMA	THURSDAY, 23rd December, at 4 P.M.
SAGAMI MARU M. J. Currow	SHANGHAI CHEMULPO, SHIMO- NOSEKI and KOBE	FRIDAY, 24th December, at 4 P.M.
TOKIO MARU E. W. Hawell	SIDNEY and MELBOURNE, VIA THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 24th December, at 4 P.M.
IZUMI MARU R. Nuno	BOMBAY, VIA SINGAPORE (Transship- ping Cargo for JAWA PORTS), and COLOMB	TUESDAY, 28th December, at Noon.
"RIOJUN" MARU A. E. Moses	SEATTLE, WASH., U.S.A., VIA KOBE YOKOHAMA and HONOLULU	THURSDAY, 30th December, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the
United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and
Atlantic Steamers.
For further information as to Freight, Passage, Sailings &c., apply at the Company's Local
Branch Office at No. 7 Praya Central.

A. S. MIHARA,
Manager.
[1864]

Hongkong, 2nd December, 1897

SOCIETE ANONYME DE TRAVAUX DYLE ET BACALAN

Capital: 5,000,000
Head Office: 15, Avenue Maitland, Paris
WORKS IN EUROPE
at Bordeaux (BAGALAN), France
at London (DYLE), England
Railways and Tramways, Plant and Rolling Stock, Carriages and Waggon, Wheels, Shafts,
Axles combined, Permanent Bridges for Railways, Permanent and portable (demon-
strable) Bridges for Roads, Bridges and metallic Frames, Steam Locomotives and Steamboats,
Boilers and Steam Engines, Drydocks.

CONTRACTORS

Constructing and Working
Railways and Tramways
Apply to Messrs. DODWELL CARLILL & Co., Hongkong, Agents for the Company.

WHAT VITALITY MEANS.

Vitality is your measure of force, or power. Thin babies and
feeble old persons have little of it. When the system is unable to
assimilate the right kind of food, vitality becomes low.

Scott's Emulsion

is above all other remedies in giving vitality. It makes no difference
whether the emaciated person is in babyhood or in old age. When your
food fails to nourish, Scott's Emulsion will be found the most
effective remedy for overcoming emaciated tendencies. All Chemists.

Sole Agents for Hongkong and the Empire of China:—WATKINS & Co., Hongkong.

Shipping.

STEAMERS.

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUZ CANAL.

THE Steamship

"CROMARTY,"

to sail on the 11th December, 1897.

S.S. "SIKH" to sail about 25th Dec., 1897.

S.S. "PORT AUDELADE" about 15th Jan., 1898.

S.S. "ARGYLE" about 5th Feb., 1898.

S.S. "CHATEAU" about 20th Feb., 1898.

S.S. "LENOX" about 10th March, 1898.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 8th December, 1897. [1660]

FOR KOBE (DIRECT).

THE Steamship

"TOYO MARU"

Captain Hayashi, will be despatched for the
above Port on TUESDAY, the 14th instant.For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 3rd December, 1897. [1792]

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN AND KUDAT.

THE Company's Steamship

"DEUCALION,"

Captain Branch, will be despatched on WED-
NESDAY, the 15th instant, at 3 P.M.For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 9th December, 1897. [1821]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUZ CANAL.

THE Company's Steamship

"PYRRHUS,"

Captain Batt, will be despatched as above
on MONDAY, the 20th instant.For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 2nd December, 1897. [1788]

"SHELL" LINE OF STEAMERS.

FOR MARSEILLES.

THE Company's Steamship

"PECTAN,"

Captain N. Hockley, will be despatched as above
on MONDAY, the 20th instant.For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 6th December, 1897. [1804]

Shipping.

STEAMERS.

FOR KOBE (DIRECT).

THE Steamship

"NANYO MARU"

Captain Tomita, will be despatched for the
above Port on TUESDAY, the 14th instant.For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 3rd December, 1897. [1793]

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG AND

SOERABAYA.

THE Company's Steamship

"ONSANG,"

Captain C. J. Matlock, will be despatched as
above on TUESDAY, the 14th instant, at 4 P.M.For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 9th December, 1897. [1819]

CHINA NAVIGATION COMPANY,

LIMITED.

FOR PORT DARWIN, QUEENSLAND

PORTS, SYDNEY and MELBOURNE.

THE Company's Steamship

"TSINAN,"

Captain Ramsay, will be despatched on
WEDNESDAY, the 15th instant, at 3 P.M.The attention of Passengers is directed to the
Superior Accommodation offered by this Steamer.
The First-class Saloon is situated forward of the
Engines. A Refrigerating Chamber ensures the
Supply of Fresh Provisions during the entire
voyage.A duly qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.N.B.—Return Tickets issued by this Company
to and from AUSTRALIA are available for return
by the Steamers of the EASTERN and AUSTRAL-
IAN S.S. Co. and vice versa.For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 6th December, 1897. [1786]

FOR NEW YORK, VIA SUZ CANAL.

THE Steamship

"FERNFIELD,"

Captain W. McKee, will be despatched as
above on or about 15th December.To be followed by the
S.S. "VARROWDALE" on or about 15th Jan., 1898.

S.S. "HARVEST" on or about 1st Jan., 1898.

S.S. "LYDIA" on or about 15th Feb., 1898.

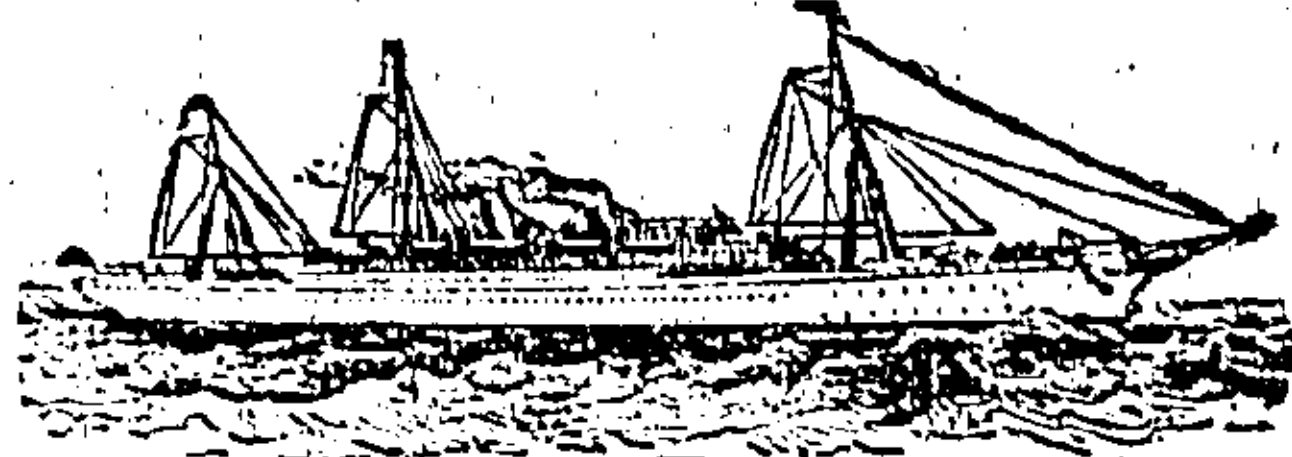
S.S. "ORWELL" on or about 25th Feb., 1898.

For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 3rd December, 1897. [1765]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

1897.



1897.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA

AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—4000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R....WEDNESDAY, 22nd December.

EMPRESS OF CHINA...Comdr. H. Pybus, R.N.R....WEDNESDAY, 19th January.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 15th February.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA
OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12
DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific Journey (avoiding the rough
passage generally experienced in the latitudes further South) and make connection at Vancouver
with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC
RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE
ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax,
New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the
Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return
tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,
Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS
(second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS
(the Company having received the highest award for same at recent Chicago World's Exhibition),
and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the
Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by
the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Prater's Street.

Hongkong, 1st September, 1897.

OCCIDENTAL & ORIENTAL
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO

JAPAN, THE UNITED STATES, MEXICO,

CENTRAL AND SOUTH AMERICA, AND

EUROPE.

VIA

THE OVERLAND RAILWAYS,

AND

ATLANTIC AND OTHER CONNECTING

STEAMERS.

VIA INLAND SEA OF JAPAN AND

HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Tuesday, 18th Dec., at Noon.

Galle (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Saturday, 15th Jan., at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Thursday, 3rd Feb., at Noon.

THE Company's Steamship

"COPTIC"

will be despatched for SAN FRANCISCO, via

SHANGHAI, NAGASAKI, KOBE, INLAND

SEA, YOKOHAMA and HONOLULU, on

TUESDAY, the 28th Dec., 1897, at Noon.

Steamers of this line pass through the IN-

LAND SEA OF JAPAN, and call at Honolulu,

and passengers are allowed to break their

journey at any point en route.

Through Passage Tickets granted to England,

France and Germany by all trans-Atlantic lines

of Steamers, and to the principal cities of the

United States or Canada. Rates may be

obtained on application.

Passengers holding through ORDERS TO

EUROPE have the choice of Overland Rail

Routes from San Francisco, including the

SOUTHERN PACIFIC CENTRAL PACIFIC

UNION PACIFIC DENVER and RIO

GRANDE, and NORTHERN PACIFIC RAIL-

WAY on payment of £4 in addition to the

regular tariff rate.

Passengers holding Orders FOR OVERLAND

CITIES in the United States have, between

SAN FRANCISCO and CHICAGO, the option

of the SOUTHERN PACIFIC, CENTRAL

PACIFIC, UNION PACIFIC, DENVER and

RIO GRANDE, and other direct connecting

Railways, and from Chicago to destination the

choice of direct lines.

Particulars of the various routes can be

had on application.

Special rates (first class only) are granted to

Missionaries, members of the Naval, Military,

Diplomatic, and Civil Service, to European

Officials in the service of China and Japan, and

to Government officials and their families.

Passengers who have paid full fare, re-embar-

king at San Francisco for China or Japan (or vice

versa) within one year, will be allowed a dis-

count of 10 per cent. *This allowance does not**apply to through fares for China and Japan**to Europe.*

All PARCEL PACKAGES should be marked to

address in full; and same will be received at

the Company's Office until 5 P.M. the day

previous to sailing.

Consular invoices to accompany Cargo des-

tined to Ports beyond San Francisco, in the

United States, should be sent to the Company's

Office, addressed to the Collector of Customs,
San Francisco.For further information as to Freight or
Passage, apply to the Agency of the Company,
No. 7, Praya Central.J. S. VAN BUREN, Agent.
Hongkong, 2nd September, 1897. [13]F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MER-
CHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS,
PRAYA CENTRAL, HONGKONG.
SOAP MANUFACTURERS.SOLE AGENTS FOR
HARTMAN'S RAHTTENS GENUINE
COMPOSITION RED HAD BRAND,
HARTMAN'S GREY PAINT,
DAIMLER'S PATENT MOTOR LAUNCHES
&c., &c.Sole Agents for
FERGUSON'S SPECIAL CREAM
and P. O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK.
AT
REASONABLE PRICES.
Hongkong, 14th May, 1896. [19]

Mails.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL and
AMERICAN PORTS).